





Intimation.

# Powell's

## Furnishing Department

AT

### ALEXANDRA BUILDINGS,

(FIRST FLOOR)

### UPHOLSTERED CHESTERFIELDS, SETTEES, FIXED OR DROP ENDS,

### STUFF-OVER

### EASY CHAIRS

in a variety of styles,

### IN STOCK

ready for covering in  
any tapestry which may  
be chosen, or in loose  
washing covers.

### BEDROOM

### FURNITURE

A Quantity of full  
Suites always ready for  
delivery in various fin-  
ishes.

### BEDROOM CHAIRS, TABLES:

AND

### LOUNGES.

### "EN SUITE"

### BEDSTEADS, WIRE MATTRESSES,

### HAIR AND FIBRE MATTRESSES,

### UPHOLSTERED BOX-SPRINGS AND

### BED LINEN

OF

### Every Description

Hongkong, 23rd February, 1910.

## Public Companies

HONGKONG ICE COMPANY, LIMITED  
THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHARE-HOLDERS will be held at the Offices of the General Manager at 12.30 P.M. on SATURDAY, 26th instant, to receive a Statement of the Company's Account to 31st December, 1909, and the Report of the General Manager. The TRANSFER BOOKS of the Company will be CLOSED from the 16th inst. to 26th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.  
General Managers.

Hongkong, 9th February, 1910. [176]

HONGKONG FIRE INSURANCE COMPANY, LIMITED

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (noon) on WEDNESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd last to the 9th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.  
General Managers,

Hongkong Fire Insurance Company, Limited.

Hongkong, 15th February, 1910. [186]

THE CHINA FIRE INSURANCE COMPANY, LIMITED

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 3 Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 17th February to 10th March, both days inclusive.

By Order,

H. F. HICKMAN,  
Acting-Secretary,

Hongkong, 17th February, 1910. [188]

HONGKONG AND SHANGHAI BANKING CORPORATION

THE DIVIDEND DECLARED for the Half Year ending 31st December, 1909, at the rate of TWO POUNDS STERLING together with a Bonus of FIVE SHILLINGS STERLING per Share of \$1/2 is Payable on and after MONDAY, the 1st day of February, Current, at the Office of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 19th February, 1910. [193]

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Réunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE &amp; CO. (Queen's Building No. 4).

CHARGEURS REUNIS.

P. A. LAPICQUE &amp; CO., Agents.

MESSAGERIES MARITIMES,

P. THOMAS,  
Agent.

Hongkong, 29th December, 1909. [876]

Intimations.

JOURNALIST WANTED.

EUROPEAN SUB-EDITOR and CHIEF REPORTER for the "Times of Malaya," Ipoh, Perak, Federated Malay States. Applicant must be able to write shorthand, be steady, young and single. Apply, stating salary expected and qualification, to

JACK JENNINGS,

Managing Editor,

Times of Malaya, Press, Ltd.

Ipoh, Perak.

NOTICE.

M. LI HON FAN, a Chinese graduate in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office, or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910. [72]

FURNITURE WAREHOUSE

LI KWONG LOONG &amp; CO.

■ ■ ■

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 19, DES VŒUX ROAD CENTRAL,

The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson &amp; Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &amp;c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Ambers to our Dispensary and gave us every satisfaction."

(Ed.) A. S. WATSON &amp; CO.

5th May, 1910.

ORDERS promptly attended to,

CHARGES most moderate.

AN INSPECTION INVITED

Hongkong, 19th February, 1910. [96]

## THE FLOODS IN PARIS.

The Paris correspondent of the *Times*, writing on 27th January, says:—

### PUBLIC MONUMENTS THREATENED.

A number of the principal monuments and public buildings of the city are threatened by the water, and in some instances serious damage has already been done to the substructure. The roadway along the extensive water front of the Louvre shows an appreciable dip for nearly the whole of the distance between the Pont des Saints-Pères and the Pont des Arts. The embankment has been undermined, and even if worse things do not happen the tramway lines will have to be replaced. Water has penetrated into the basement of the Museum, where the casts are warehoused, and the Conservator passed an anxious time last night. The building itself, the walls of which are soft, thick, is considered secure, but it is impossible to tell what would happen to the structure if the diques were to burst, or if the water, which is now nearly level with the top of the embankment wall, were to overflow into the roadway. At midnight an extraordinary scene was witnessed by those who were able to obtain leave to pass the cordons of police, who have closed this part of the Quai du Louvre to all traffic since yesterday afternoon. In the full light of gas flares, gangs of men were pulling up the paving stones and the flint sets in the roadway, and were piling them up three deep in a cemented barrier against the threatened wall.

The river at that point had almost reached the top of the embankment wall and was nearly three feet above the level of the roadway. The portals of the Louvre along the river-front were defended by bags of sand and cement, and the Museum staff were on duty throughout the night. In many other parts of the city the roadway has been torn up by the Engineers at threatened points in order to furnish materials for the construction of barrier against the flood. The Cathedral of Notre Dame is perfectly secure, but the water has invaded the basement of the structure, as well as the low-lying streets in the île de la Cité. The cellulars of the Hotel de Ville are under water, and pumping produces little or no effect. At the Palais de Justice the courtyard of the Sainte Chapelle is flooded; the lower portion of the Conciergerie are under water, and the administration of justice in the Courts has been completely discontinued. The cellars of the Institute are flooded and part of the building is surrounded by water. In the post-office of the Chamber of Deputies the water is level with the counters. This portion of the Palais Bourbon is practically isolated. The greater part of the Boulevard Saint-Germain quarter is similarly affected. At the Palace of the Elysée water has penetrated into the cellars. At the Foreign Office the situation is rendered serious by the fact, in addition to the gradual rise of the water in the Invalides railway Station and in the Rue de l'Université, embankment wall along the Quai d'Orsay threatening to give way before the pressure of the flood. All the documents which were stored in the threatened wing of the Ministry have been transferred to M. Picard's living rooms, where the work of the various sections of the department is now being carried on. The walls of the Invalides Station are in imminent danger of falling in. The Eiffel Tower is considered to be amply secure; since its foundations lie 16ft. below the normal level of the Seine. The bridges continue to cause concern to the engineers, and several more of them, including now the Ponts de Solferino, d'Arcole, and de l'Alma, are closed to traffic. The stockade bridge at the top of the île Saint-Louis, which had previously been dismantled, has now been partly carried away.

### A STRIKING SCENE.

One of the most striking aspects of the flood is that which is visible along the quays from the Foreign Office and the neighbouring Railway Station des Invalides down to the Eiffel Tower. The railway station itself, which lies some 30 feet below the level of the road, is inundated up to the sky-lights. From the Invalides Station the railway line to Versailles runs between two massive stone walls close to the Seine. It has been inundated up to the level of the roadway, and, looking over the parapet, one sees a great torrent of water, some 30 or 40 feet deep and about 30 feet below the level of the road, and almost submerging the signal-post. Only the tops of the telegraph posts are visible, with half the mass of telegraph wires submerged. This mighty current of water on the railway to some extent relieves the pressure on the Seine bridges below the Quai d'Orsay, although all the arches of the Pont de l'Alma except the central one are invisible, and in the centre one there is only a gap of some 15ft., which seems to be due solely to the downward swirl of the enormous mass of water that is sweeping under it. Troops of soldiers are busy with spades shovelling up emergency earth dykes where the water is invading the roadway. It is as if the Thames were lapsing over the wall of the Embankment and also emerging in swirling eddies from the sky-lights and the doors of Charing Cross, the Temple, and Blackfriars Underground Railway stations, the whole Underground line being flooded to the brim.

### FLOODED STREETS AND THOROUGHFARES.

In the case of the streets and squares of Paris it is probably true to say that one-half are under water, while the other half have got water below closed, either in whole or in part, by the police owing to the subsidence of the road. In the flooded eastern districts of the city the water is rising almost steadily and in many narrow lanes is rushing in a torrent or in cascades down areas and basements. The great Lyons main line station is isolated and the Austerlitz Railway Station is inundated. All the river-side railway stations are now closed to traffic. The whole quarter of Bercy forms one vast lagoon, and at several points further down the river, notably in the Quai de la Tonnellerie district, the water is pouring over the embankment walls. The île St-Louis is

between the île de la Cité and the western extremity of the city a number of sections of the water front are level with the river, and have been closed to all traffic. At the Place de la Concorde, where the Underground Railway Station is flooded and a general inundation from the drains as well as from the river is feared, the space round the Obelisk and several of the monumental statues has been roped off and the adjacent portion of the embankment has been closed. The whole of the Saint-Lazare quarter is now anxiously awaiting the almost inevitable moment when the pressure of the water will become too great for the drains and sewage pipes. The underground conduits have already burst in several districts with disastrous effects, notably in the Rue St. Honore and in the vicinity of the Madeleine.

Paris, 26th January.

**ALL THROUGH THE NIGHT THE DEFENDING ARMY OF TROOPS AND CIVILIANS HAS BEEN UNRESTINGLY ENGAGED IN CONSTRUCTING ENTRENCHMENTS AGAINST THE ADVANCING FLOOD. THEIR EFFORTS HAVE IN MANY CASES BEEN IN VAIN. THE RIVERSIDE FLOWS OF THE CHAMPS ELYSEES AT THE WESTERN CORNER OF THE PLACE DE LA CONCORDE IS UNDER WATER, AND THE OPOSITIVE BANK HAS BEEN TRANSFORMED INTO A LAKE, WHICH NOW ALMOST SURROUNDS THE CHAMBER OF DEPUTIES. PART OF THE RUE DE RIVOLI HAS BEEN CLOSED TO TRAFFIC, AND THE UNDERGROUND RAILWAY, WORKS AT THE PLACE DE L'OPERA ARE THREATENED, AND HAVE BEEN ROPE OFF OVER A WIDE AREA. MANY SHOPS AND RESTAURANTS IN THE RUE DE LA PAIX, THE RUE SAINT HONORE, AND THE RUE ROYALE ARE CLOSED, AND AT THE PLACE DE LA MADELEINE THE ROADWAY IS SUBSIDING. THE WHOLE PLACE DE LA CONCORDE, WHICH IS HONEYCOMBED WITH GAS, WATER, AND SEWAGE MAINS IN ADDITION TO THE UNDERGROUND RAILWAY TUNNELS, IS GRADUALLY BEING FILLED UP IN ITS SUBTERRANEAN PARTS TO AN ALARMING EXTENT. FURTHER, IN THE NEIGHBOURHOOD OF THE SAINT-LAZARE RAILWAY STATION, A CLIMAX HAS BEEN REACHED BY THE BURNING OF SEVERAL MORE DRAIN-PIPES, AND THE CONSEQUENT FLOODING OF THE PLACE DU HAVRE AND PART OF THE RUE SAINT-LAZARE. THE STATION SQUARE HAS BEEN ROPE OFF, THE TERMINUS HOTEL MAY HAVE TO BE EVACUATED, THE MAGASINS DU PRINTEMPS ARE CLOSED, AND THE WATER HAS NOW REACHED THE BOULEVARD HAUSMANN, WHICH IS FLOODED FOR A DISTANCE OF 100 YARDS TO THE WEST OF THE SAINT-LAZARE STATION. THE SUBSIDENCE OF THE ROADWAY AND THE EVACUATION OF A NUMBER OF HOUSES TELL OF THE DEVASTATING INROADS OF THE WATER UNDERGROUND. IN THE RUE DU HAVRE, AS WELL AS IN MANY OTHER THREATENED QUARTERS ON BOTH SIDES OF THE RIVER, WORKMEN ARE RAISING UP THE DOORS AND AREAS OF HOUSES, AND A 10-FOOT-THICK WALL OF BRICKS AND MORTAR. THE UNDERGROUND RAILWAY STATION AT THE TUILERIES AND IN THE RUE CAUMARIN ARE NOW FLOODED TO THE CEILING, AND CROWDS WATCH THE WATER, WHICH IS WITHIN A FEW STEPS OF THE STAIRS. THE SUBSIDENCE OF THE ROADWAY BETWEEN SAINT-LAZARE AND AUTEUIL IS UNDER WATER AT A LEVEL.**

**THE FIGHT AGAINST THE WATER.**  
East and west, north and south, the river is gaining ground. The great pine-cellars at Bercy have now been invaded, the Lyons main line station stands deserted on an island which is almost inaccessible, and the underground storage warehouses of the Halles Centrales are under water. The situation with regard to the principal monuments and public buildings remains as recorded in my despatch yesterday. The Institute is now almost completely surrounded. In the case of the Louvre strenuous efforts are still being made to ward off the menace of the flood, which at many points along the embankment now reaches as high as the top of the quay-wall. The pressure against the wall is being relieved by the piling up of thousands of bags of sand-behind it and cement and in some instances stones, and cement have been built up along the top of the wall in order to form an additional barrier against the flood. Every inch gained in height is equivalent to an hour's respite. Few sights could be more impressive than the spectacle of hundreds of men working day and night behind the marshy quay walls, with the level of the water above their heads as they bend to their task.

**THE CONDITION OF MANY OF THE BRIDGES.**  
The condition of many of the bridges continues to threaten danger. Traffic between the two banks is being conducted over only a limited number of them. Eight or ten of the bridges are closed. General Carbillié, specially told off for the command of the Eastern district of Paris, has telephoned to the Governor of the Seine for military cartridges with which to blow up the great bulkheads of timber that are obstructing the arches of Pont de Tolbiac. This district is occupied by two regiments of Infantry, who are to reinforce the troops arriving in the city. In a number of streets in which the water has suddenly made its appearance the panic-stricken inhabitants are being rapidly rescued by means of boats and forage wagons. Although in the majority of these cases there is no immediate danger, terrified women are screaming through the windows for help, and children are crying for food. The soldiers, who cannot take more than a boatful of people at a time, find the greatest difficulty in persuading them that they intend to return.

### HOSPITAL PATIENTS IN DANGER.

One of the most moving scenes was the removal, early this morning, of the 4,000 patients from the Boucicaut Hospital, in the Rue de la Convention, which lies in the Javel quarter. Many of the patients were seriously ill, and some of them in a dying condition. Wrapped in blankets and escorted by men of the Fire Brigade, these unfortunate people were conveyed in motor-cars to infirmaries in other parts of the city. Fears are entertained for the regularity of the food supply of hospitals and other public institutions. The municipal hospice for the aged poor at Ivry is cut off by the water and has not been revisited for two days. Boats have been unable to approach the institution. General Mornet, commanding the 19th Artillery Brigade, has been ordered to establish a regular food supply at all costs.

### THE QUESTION OF THE REPLACEMENT OF THE FLOOD WALL.

The question of the replacement of the embankment walls. The île St-Louis is

serious problem. If existing conditions continue, in the Chamber of Deputies yesterday the Prime Minister, M. Briand, evoked loud cheers by declaring that the Government would proceed with the full rigour of the law against all bakers and other purveyors of the necessities of life who should attempt to take advantage of the shortage in order to force up prices. The fact that this public warning should have been deemed necessary is sufficiently ominous. In view of the orders to the troops to shoot all marauders and stray dogs at sight, and the general sanitary precautions enjoined upon the population, the state of affairs is rapidly approximating to the conditions of a siege. For the benefit of the population it is stated that there are large reserve stocks of wheat in the military granaries. Unfortunately a large number of mills have been flooded and, as is the daily consumption of flour in the capital is estimated at 10,000 metric quintals, every effort is being made to prevent further interruption of the railway service. It is understood that the Minister of Public Works has issued instructions

A. S. WATSON &amp; CO.,

LIMITED

ESTABLISHED A.D. 1843.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's  
HYGIENOL,  
AND  
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL". A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint ..... 50 cents  
" Gallon ..... \$2.00

A. S. WATSON &amp; CO.

LIMITED,

HONGKONG DISPENSARY

and

KOWLOON DISPENSARY,

Hongkong, 2nd February, 1910. (28)

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Tre-Hou, Read, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$86 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional to the time for which the subscription is held, will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.  
On February 17, 1910, at Shanghai, to the wife of B. C. Morton, a daughter.

MARRIAGES.

On February 9, 1910, at Peking, China, Dr. J. Maitland Stenhouse, B.A. (Cantab), Union Medical College, Peking, son of Major-General W. Stenhouse, St. Albans, to Gladys Harrison, third daughter of Rev. W. Hopkyn Ross, London Mission, Peking.

On February 17, 1910, at Shanghai, William, youngest son of the late Robert J. Lons, and Minnie, elder daughter of the late J. R. Macbeth.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 23, 1910.

THE NATIONAL BANK MOVE-MENT IN CHINA.

Some time ago, we gave some indications of China's desire to improve the banking system of the Empire by the formation of a general national bank on the lines adopted in England, where the Bank in Threadneedle Street is the pivot of financial transactions in the British Isles. The Bank of England, as a contemporary observes, is the central institution which keeps the reserves of all the other banks, buys all gold which comes to it at a fixed price in sterling, keeps all the money belonging to the Government and has practically a monopoly of note issue.

it is, notwithstanding all this, not a Government but a private institution, the like of which may not be seen anywhere else in the world. Other banks have been constructed on the same or similar principle, but the Bank of England grew. *Nascitur, non fit*, would almost be true of it. How far China will succeed in her effort remains to be seen. Some steps have been taken, we hope in the right direction, and we wish them all success. In America the matter is receiving the keenest attention. There "national" banks and other private banks to the number of something like 25,000, work somewhat on the excellent system of the Scottish banks, which, as everybody knows, have done so much for Scotland and been generally so successful. But the mere fact that every one of these 25,000 banks is, like Hal of the Wynd, fighting for its own hand, is just that source of weakness which as we have said breaks down before the blasts of a financial gale. There is no backbone to the American system. There is to the Scottish, for, though they are more independent than the English banks, they still rely on the Old Lady of Threadneedle Street when storms come over them. So in Canada to some extent do the independent banks on the Bank of Montreal, and those of Mexico on the Bank of Mexico. These three lands, Scotland, Canada and Mexico are the only countries which have made anything like a success of the individual system, and in each case there is really a central bank to depend on. All other countries except the United States have given up the non-centralised plan for the centralised.

Of course, the Scottish banks while sure of the influential backing of the Bank of England have an entirely different system on which they work to that of the English banks. It was Sir Thomas Sutherland who described at a dinner of the London branch of the Hongkong and Shanghai Banking Corporation the advantages of the Scottish system, and indeed, wrote the original prospectus on the lines of the banking business in the land of cakes. How is China to proceed in order that the reorganisation of the banks may be satisfactory? Japan and some other countries copied the United States, only to come to grief in time of stress even as she has done time and again. It was in 1882 that Japan began to introduce the centralised system in order to bring order out of the chaos which then reigned. Argentina is another example, and there are others. In fact the crisis in America some two or three years ago which affected the whole world may be attributed in some degree to the irregular methods of the banking institutions in that country. It therefore behoves China to proceed cautiously in dealing with this question, which also involves the reform of the currency, that vexed problem which is ever to the fore. But returning to the main issue there are many suggestions proffered regarding the best way of arriving at a satisfactory solution of an intricate project which is hedged around with obvious difficulties. In America, for instance, it is manifest that there would be grave opposition on the part of Chicago, we will say, if New York were to be constituted sole focus of all the financial activity of the country. It would seem as if this is a very real objection. Great Britain being a small country can do very well with all its gold centralised in the vaults of the Bank of England. But America is rather a continent than a country, and it is easy to produce reasons why instead of one central banking institution there should be several, unless indeed, the suggestion of one authority is accepted and the Federal Government itself is made the banker of the Republic. Another objection is the fact that twice before America has tried the centralised system and has given it up. That, however, was not because of inherent faults in the banking system, but of avoidable defects in the action of American politicians. There seems to be a deep distrust of the influence of the politician wherever financial affairs are concerned, and this is equally apparent by fear of trusts. The writer who advocates pure governmental action with the Treasury as the Central Bank says one cent. of the returns would pay all the expenses, and the other two per cent.—he proposes loans to all and sundry at 3 per cent. instead of the 5 or more now ruling—would pay "all the necessary requirements of the national government," truly an alluring outlook. Exactly what will happen depends largely on the action taken by the Senate. The President appears to favour the centralised system. It is to be hoped in any event that the financial reformers of China's banking system will narrowly watch the progress made by America in securing a stable system, so that she may be able also in the end to work out her own salvation.

BEFORE Mr. Justice Gompertz, Police Judge, in the Summary Court this afternoon, N. Blomesthal, of the Astor House, sued E. M. Hosland, architect and civil engineer, of 32 Queen's Road, Capel, for the sum of \$150, being plaintiff's share in the brokerage collected by his defendant on behalf of the plaintiff in respect of the sale of the business of the Oriental Hotel about last October as agreed between the parties. Mr. Otto Kong Sing appeared for the plaintiff while Mr. J. F. Gardner was for the defendant. The case was adjourned.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

J. D. Hutchinson & Co. .... \$50  
McLerches & Co. .... \$50  
Reuter Brockelmann & Co. .... \$50  
Simeons & Co. .... \$50

Aeolus Petroleum Co. .... \$50  
W. G. Humphreys & Co. .... \$50  
J. D. Humphreys & Co. .... \$50  
W. Pringle, Jr. .... \$50

## LOCAL AND GENERAL.

A MAN was fined \$100 at the Magistracy this morning for stowing away on the s.s. *Kunming*. A CHINAMAN was this morning fined \$150 for being in unlawful possession of a quantity of opium.

Sir Edward Every, Bart., accompanied by Lady Every, arrived at Shanghai on 19th inst. by the I.C.S. *Suiwo* from Hankow. They are staying at the Palace Hotel.

PRINCESS Hohenlohe and Comte de Revesse arrived at Shanghai on 19th inst. from Europe by the Austrian Lloyd steamer, and are staying at the Palace Hotel.

PRINCE Tsai Hsien, the Imperial Navy Commissioner, visited the Foreign Ministers in Peking on 17th inst., and thanked them severally for the courtesies that he received on his European tour.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 5th inst. amounted to 17,652.43 tons and the sales during the period to 16,208.45 tons.

As a result of his visit abroad, Prince Tsai Hsien, the Navy Commissioner, advocates the training of naval talent at the first necessity, and of the construction of naval stations in Fukien or Kwangtung.

CLARK's second "Round-the-World" tourist, consisting of 780 members, is expected to arrive at Yokohama on the 25th inst. from San Francisco and leaves for Kobe on March 4th, and from Kobe for Nagasaki on March 8th. MR. J. D. Clark, editor-in-chief of the *Shanghai Mercury*, has received an intimation from the Secretary of the Institute of Journalists that at a meeting of the Council of the Institute on the 8th inst. he was elected a Fellow of the Institute.

THE prohibition on the export of grain has now been extended to the whole province of Heliungkiang. The flour mills at Harbin are idle. The foreign Ministers in Peking have protested to the Chinese Government and the latter has promised to amend the situation.

Opium valued at \$4,000 was seized at San Francisco on January 14th by Customs House Inspectors on the Pacific Mail liner *Siberia* which arrived the previous day from the Orient. The drug was contained in 140 five-tael tins. This seizure brings the valuation of opium confiscated within ten days to \$7,000.

A CHINESE compradore appealed at the Magistracy this morning for storing 48 cases of spirits of wine without a licence under the Dangerous Goods Ordinance. The defendant stated that he had a licence under the new Liquors Ordinance and was discharged by the Magistrate, who advised him to take out a licence under the Dangerous Goods Ordinance in addition to the one already in his possession.

An affray between two Chinese seamen on board the *Zemmer* at Seattle on January 11th had a fatal ending; one man being almost hacked to pieces by his infuriated fellow-countryman. The dispute arose over an alleged debt of 25 cents in connection with a fan-tan game. The murderer offered no resistance to arrest, and was lodged in the city jail pending consultation with the Chinese Consul at Seattle.

THE *Saigon Opium* attaches a political importance to the visit of the Duke of Brunswick to Siam. It holds the view that the Duke is charged with a mission to get the King of Siam to cede to Germany the island of Koh-Si-Chang, which lies off the mouth of the Menam River, and commands the entrance to Bangkok. Such a request, it is pointed out, would be futile, owing to Siam being bound by treaty engagements with France and Britain.

ANOTHER notable piece of land in Java—the Jasinga Estate—has passed into the hands of a British syndicate which is interested in the cultivation of tea. The purchase money is 1,300,000 guilders of which, the *Jawa Boda* bears about 1,000,000 go as commission to the promoter who negotiated the sale. The *Batavia Nederlands* understands that more deals of the kind are on hand, owing to British and German investors being eager to acquire estate property in that island.

THE flying week at Saigon is under the patronage of the Governor-General of Indo-China. The flights begin on March 13 with three events, the highest prize being 2,000 francs. On March 14, there will be three flights, the highest prize being 3,000 francs. Three flights also are arranged for each day on March 15, 16, 17, 18, and 19. The highest prize on each of these days is set at 2,500, 3,000, 800, 1,500, francs, respectively. Each other event has a prize—the values varying from 300 to 1,200 francs.

We regret to have to chronicle the death of Mr. D. T. Black, which took place in the Roman Catholic Hospital early on Thursday morning. The *Haworth Chronicle* of 11th inst. says, Mr. Black had been ill for some considerable time with but little hope of recovery. His interment will take place at the old cemetery on the afternoon of the same day and was attended by a considerable number of friends. We extend our sincere sympathy to his sisters who reside at Shanghai and to the brother who lives in New Zealand.

BEFORE Mr. Justice Gompertz, Police Judge, in the Summary Court this afternoon, N. Blomesthal, of the Astor House, sued E. M. Hosland, architect and civil engineer, of 32 Queen's Road, Capel, for the sum of \$150, being plaintiff's share in the brokerage collected by his defendant on behalf of the plaintiff in respect of the sale of the business of the Oriental Hotel about last October as agreed between the parties. Mr. Otto Kong Sing appeared for the plaintiff while Mr. J. F. Gardner was for the defendant. The case was adjourned.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

J. D. Hutchinson & Co. .... \$50  
McLerches & Co. .... \$50  
Reuter Brockelmann & Co. .... \$50  
Simeons & Co. .... \$50

Aeolus Petroleum Co. .... \$50  
W. G. Humphreys & Co. .... \$50  
J. D. Humphreys & Co. .... \$50  
W. Pringle, Jr. .... \$50

## SELLING ON RACE HORSES.

## GOOD PRICES FETCHED.

A sale by public room of ponies which ran at the last Race Meeting together with some entered geldings took place outside the City Hall this afternoon, when some good prices were realised. There was a large number of bidders and interested spectators present at the sale.

The result of the sale was as follows:—

1 Fine, bay China pony, fast, played polo regularly for nearly 2 years, owner gone home. Withdrawn.

2 Sider Dhu, China pony. Sold to Mr. Ah To for \$15.

3 Shadrock, chestnut back, quiet and sound. Withdrawn.

4 Snooker, chestnut pony, 3rd in Wong-tse Stake, winner of the Hay and Corn Stakes. Mr. L. N. Lees, \$15.

5 Tortoise, (late Stratford), grey int. griffin season 1908-9, 13.1. Dr. Gibson, \$10.

6 Lightfoot, grey sub. griffin 1909-10, 13.2. Mr. Marsh, \$65.

7 Deceiver, 13.1. pleated. Capt. Bricly, \$10.

8 Resolution, 13.2, grey China pony, 1st in Wong-tse Stake, winner of the Hay and Corn Stakes. Mr. L. N. Lees, \$15.

9 Gisler, grey pony. Mr. G. C. Moxon, \$10.

10 Celli Rose, grey China pony. Mr. Kennedy, \$80.

11 Rajput, 13.0, Polo pony. Mr. M. W. Slade, \$10.

12 Pioneer, (late Tedcott), 13.2, played polo. Mr. Cobain, \$75.

13 Kildare, polo pony, up to weight, behaved sound, a first class back. Mr. Ah Lee, \$15.

14 Astral, grey pony, 13.0. Mr. N. J. Stabb, \$15.

15 Valentine, this year's sub-griffin, believed sound. Mr. Kennedy, \$90.

16 Olive Tree, Mr. Davis, \$90.

17 Fig Tree, Mr. Kennedy, \$15.

18 Walnut Tree, Mr. Kennedy, \$15.

19 Cabbage Tree, Mr. Kennedy, \$70.

20 Boreas, black pony. Mr. Owen, \$10.

21 Plym, grey pony. Mr. Kennedy, \$140.

22 Boats, this season's sub-griffin, griffin, very handy, trained to stick and ball. Mr. Ellis, \$40.

23 Pitmeles, bay griffin of his year, 13 hds. Mr. Kennedy, \$150.

24 Jay Jay, Cb. griffin of this year likely to make polo pony. Not sold.

25 Dark-brown polo pony. Mr. Ashton, \$55.

26 Dark-grey pony. Not sold.

27 Grey sub. griffin of this season. Mr. Davis \$55.

28 Bay polo pony. Not sold.

29 Goshawk, cream pony, 13.0. Capt. Heathcote, \$180.

30 Tomhawk, grey pony, 13.1. Capt. Heathcote, \$300.

31 Yunan pony. Mr. Davis, \$65.

32 Liang Chieh, placed twice and twice 3rd at the Meeting. Commodore Lyon, \$5.80.

33 Tamar Chieh, 1st Ladies' Purse. Mr. Kramer, \$115.

34 Zubairi Chieh, not been ridden. Mr. Norman, \$25.

35 Kamrash, Mr. Gok, \$95.

36 Double Dragon. Mr. Kramer, \$95.

37 Little White Bull. Mr. J. W. Bandow, \$80.

38 Yarborough, grey China pony, 13.0. Mr. Kilmanek, \$95.

39 Er ridge, China pony, 13.0. Mr. Kennedy, \$65.

**Telegram.****"HONGKONG TELEGRAPH"****SERVICE****NAVAL BOARD.**ESTABLISHMENT OF BUREAU AT  
SHANGHAI.

[By courtesy of the "Shaw Po".]

Peking, 22nd February.

The Prince Regent and Prince Shun Pui-jap have held a conference at which it was decided to defer the creation of the Naval Board, but to start a Bureau at Shanghai in connection with naval affairs.

**FUTURE OF HONGKONG.**

In the far-eastern press, says "Science," Boston, there have of late appeared significant articles calling attention to the steady change in the status of those great empires of Imperial Britain, Hongkong and Singapore. Although not clearly foreseen, the change that is coming over this last port, gateway to the east, is the logical outcome of growth of the numerous minor ports surrounding the Straits of Malacca—ports that owe their very rise to the mercantile pioneer work done by Singapore. The wares that used to be distributed from that centre are more and more shipped in bulk to the surrounding countries direct, with the result of considerably diminishing the local trade while increasing the through shipping trade.

**FUTURE ADVANCEMENT.**

For this shipping trade Singapore is ideally situated; a growing Anglo-Saxon commonwealth—Australia and New Zealand—to the southwest, the East Indies with its riches to the south, undeveloped Indo-China to the north, waging China and bustling Japan and manufacturing America expanding Canada to the north-east; consuming and manufacturing India in the west and behind it the Mohammedan world the Levant and Europe. But in this position Singapore stands, by no means alone, and it is a guarantee for the future advancement of Singapore that the days of the monopoly having gone by forever, British enterprise there has to struggle justly to maintain its supremacy against the rise of competing ports scattered about the Dutch possessions along the Straits. Singapore, however, has an enormous asset in the fact that it will be some day the southern terminus of the railroads of Asia. None but a British port can be that terminus for the reason that the last section of that railroad line must run through the British Malay peninsula, the hinterland of Singapore. Saigon, the capital of French Indo-China, it is true, will be a close second, a fact which by eliminating monopoly must stimulate British activity still further. The vast improvements that are now being carried on in Singapore testify to the acutely exemplified in the adjustment to the new conditions that will result in their ultimate mastery.

**NEW PHASE OF ACTIVITY.**

Which way things are drifting in Hongkong is scarcely discernible at this confused juncture of political affairs. It seems certain that, with the dredging of the Canton river enabling deep-sea vessels to reach the capital of South China and the completion of the Canton-Hankow railroad, Hongkong must guard against the fate to which the condemned Macao, with efforts the magnitude of which cannot now be gauged. Meanwhile she is stirred into preliminary efforts by the rapid development of Tsin-tau, the port of Kiao-chou, which it is the ambition of the Germans to transform into a mightier Hongkong of the north. The fact is that Britain is constrained to enter on a new phase of activity in the entire east—an activity to which past pioneer efforts appear in the light of a preparation, eventually to be excelled through higher impetus of progress.

**BOY LABOUR FOR HONOLULU.****RECRUITING IN THE PHILIPPINES.**

To what purpose to be an interview between a reporter of "La Vanguardia" and Manuel Tinio, director of the bureau of labour, Sr. Tinio makes the statement that owing to several complaints made against the Hawaiian Sugar Planters' Association that they have been recruiting labour for their plantations in the Philippines by inducing young lads under 6 to enter their service, the Governor-General has written a strong letter to Mr. Stevens, the local agent of the company, warning him to take more care in choosing his men, say the "Caledonian American" of both islands.

The greater number of the labourers under 16 who have been taken to Hawaii have been recruited, through the aid of a Filipino who has a labour agency in Manila and it is claimed that he has made promises to these youths which have not been authorized by the company and of which the local agent of the company was not aware.

Several of the youths have also approached the agent in a desire to enlist in the service of the company, and have falsely stated their ages. There is a great desire all over the country among the younger generation to get out of the country and see something of the world, and in order to accomplish their end they have deliberately lied to the agent as to their ages. Their parents have objected to their leaving home and much publicity has been given to this affair in the Spanish and Filipino papers.

According to the company's agent the legitimate complaints against treatment meted out to the labourers in Hawaii and on the voyage out are very few and easily settled, and that nearly all the complaints come from politicians who have started a determined campaign against the company for no other reason than because it is an American concern.

**THE "TENYO MARU'S" SPEED.****RESULT OF OFFICIAL TRIALS.**

The T.K.K. liner *Tenyu Maru* went through formal speed trials on Tuesday near the entrance to Nagasaki harbour over the measured distance, which the *Nagasaki Press* believes is slightly in excess of three miles. The results were as follows:

Time.	Rate of speed.
1st run 10m. 18s.	20.746 knots.
2nd " 10m. 20s.	20.079 "
3rd " 10m. 18s.	20.144 "
4th " 10m. 16s.	20.192 "
5th " 10m. 18s.	20.046 "
6th " 10m. 10s.	20.408 "

Mean speed—20.167 knots.

On Thursday, official trials were run with the following results:

Time.	Rate of speed.
1st run 10m. 18s.	20.577 knots.
2nd " 10m. 15s.	20.242 "
3rd " 10m. 04s.	20.612 "
4th " 10m. 22s.	20.014 "
5th " 10m. 01s.	20.713 "
6th " 10m. 23s.	19.982 "

Mean speed—20.356 knots.

As the vessel was built for a speed of 19 knots the result of these trials, made after she has been in service for about 18 months, is highly satisfactory to the builders (the Miura Bishi Dockyard and Engine Works, Nagasaki) as well as to the owners and officers.

**FIRES IN KOBE HARBOUR.****ANOTHER COTTON STEAMER IN TROUBLE.**

Fire broke out at 6 o'clock yesterday morning on board the British steamer *Perley* (2,785 tons), under charter to the Nippon Yusen Kai-sha, reports the *Kobe Herald* of 12th inst. She arrived here at 9 a.m. on the 10th and went alongside the Tokio Warehousing Co.'s pier. She had on board from Bombay 27,900 bales of cotton, of which 22,000 bales were to be landed here. The danger was first discovered through the watch noticing the heat rising from hold No. 3 Soon after dense smoke was seen coming out of one of the ventilators. Steam was turned on to the hatch to extinguish the flames, and the Launches *Hō-an-gō* of the Kobe Water Police, and *Wada Maru*, *Miyakokima Maru* and *Takashima Maru*, of the Mita Bishi Dockyard, were soon alongside. We understand, however, that their services were not availed of, as the captain finding the ship's own appliances adequate to deal with the outbreak. The fire was suppressed in the afternoon. About 5,000 bales were damaged. The cargo is insured.

**THE FUTURE OF SAGHALIEN.****AMERICA MAY POSSIBLY ACQUIRE THE TERRITORY.**

Dr. Terawo, a professor of the Law College of the Tokio Imperial University, says:

In spite of denials, the rumour that Russia will sell Saghalien to America may come to be realized. Russia seems to think in order to promote her friendship with Japan, America's mediation may be necessary, and to this end she will sell her territory to America, by which Alaska and Saghalien can be connected, thus bringing America on the stage of Far Eastern diplomacy at another point. It would be advisable, if not necessary, for Japan to buy this territory herself, but Russia will not consent to such a measure, otherwise she would have done so at the time of the Portsmouth Treaty. Russia will prefer to sell it to America. In any case, little change will be created in Japan's diplomatic relations....The movements of the federation of Korea with Japan are foolish enough. Japan is guiding Korea on the path to civilisation, and there is therefore but little necessity for a change in the formal relations between the countries.

**BATANG MALAKA RUBBER COMPANY.**

The statutory meeting of shareholders of the Batang Malaka Co. was held in London on January 18. The report of the directors was approved and adopted. The chairman explained shortly the position of the company's affairs, and referred to the promising outlook as disclosed in the reports of the manager, Mr. H. M. Darby. He also announced that the transfer of the company's estates had been duly carried out and registered. Extracts were read from a report from Mr. Darby, dated December 19, 1909, in which it was stated that the estate is in first-rate order. The growth of the rubber is well maintained. This report also suggests opening up 400 acres of new land, which the directors are authorising him to do.

Mr. F. W. Barker, managing director of the Landron and Ledbury Rubber Estates, who has been on a visit to Borneo, intends to proceed to England by the American route on March 4th.

We have received a wall calendar for the current year from Messrs. Liley and Skinner, Ltd., boot and shoe manufacturers, whose sole agents for Hongkong and South China are Messrs. Vieira & Co.

Sir Henry May again summoned a foreign woman at the Magistracy this morning for assisting him in the public street. The woman failed to put in an appearance, and a warrant was issued for her arrest.

FOUR cases of contraband chandu were seized by revenue officers on board the *Glenallach*, Captain Maxan, at Singapore, on Tuesday, 15th inst. The cases had been shipped as cargo under an incorrect declaration at one of the China ports.

The Norwegian steamer *Oscar II*, which was recently ashore near Singapore, is in dry dock for examination. To the ordinary layman, she does not appear to have suffered much damage. The Government launches will in future be docked in it. Two strong engines have been provided.

**SHANGHAI SHIPBUILDING.****XIANGHAI DOCK LEADS.**

In the course of an exhaustive review of the shipbuilding industry all over the world during this year 1909, the *Gloucester Herald* publishes under the heading of "China" the following figures which show how the Xiangnan establishment by able management has left the huge and older shipbuilding concerns, with five separate docks and yards, so much in the rear:

"The three Chinese firms launched 53 vessels of 5,965 tons, and constructed engines of 3,551 h.p., as compared with 56 vessels of 5,665 tons and 3,680 h.p. last year. The Xiangnan Engineering Works, which is a Chinese Government concern, heads the list this year:

THE XIANGNAN ENGINEERING WORKS.

**SHANGHAI.**

"Vessel Type. Tons I.H.P. Registry  
1st vessel 10m. 05s. 20.577 Chinese  
2nd " 10m. 20s. 20.079 "

3rd " 10m. 18s. 20.144 "

4th " 10m. 16s. 20.192 "

5th " 10m. 01s. 20.046 "

6th " 10m. 10s. 20.408 "

Mean speed—20.167 knots.

On Thursday, official trials were run with the following results:

1st run 10m. 18s. 20.577 knots.

2nd " 10m. 15s. 20.242 "

3rd " 10m. 04s. 20.612 "

4th " 10m. 22s. 20.014 "

5th " 10m. 01s. 20.713 "

6th " 10m. 23s. 19.982 "

Mean speed—20.356 knots.

As the vessel was built for a speed of 19 knots the result of these trials, made after she has been in service for about 18 months, is highly satisfactory to the builders (the Miura Bishi Dockyard and Engine Works, Nagasaki) as well as to the owners and officers.

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## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

## "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS TOKOHAMA TO VANCOUVER 11 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. &c. (Subject to alteration).

— Connecting with Royal Mail Atlantic Steamers.

From St. John, N.B. EMPRESS OF IRELAND

FRIDAY, MARCH 25TH.

EMPRESS OF JAPAN

SATURDAY, MAR. 26TH.

EMPRESS OF CHINA

SATURDAY, APRIL 23RD.

EMPRESS OF INDIA

SATURDAY, MAY 14TH.

MONTEAGLE

TUESDAY, MAY 24TH.

EMPEROR OF JAPAN

SATURDAY, JUNE 4TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

Monteagle

12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Ocean. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

**SPECIAL THROUGH RATES**—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. GRADDICK, General Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

[12]

INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

HANGSANG

THURSDAY, 24th Feb., Noon.

YUENHSANG

FRIDAY, 25th Feb., 4 P.M.

SHANGHAI via SWATOW

SATURDAY, 26th Feb., 3 P.M.

CHIASHING

SUNDAY, 27th Feb., Daylight.

MANILA

LOUNGSANG

FRIDAY, 4th Mar., 4 P.M.

SHANGHAI, KOBE & MOJI

KUTSANG

TUESDAY, 8th Mar., Noon.

SGAPORE, PENANG & CALCUTTA

NAMSANG

WED'DAY, 9th Mar., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Yokohama* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yaukiang Ports, Ghafou, Tienhsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to:

JARDINE MATHESON & CO., LTD.

Telephone No. 215 A.

Hongkong, 23rd February, 1910.

General Manager.

[8]

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

TIENTSIN, "HUIHOW" 24th Feb., 4 P.M.

SHANGHAI, "AHNU" 24th Feb., 4 P.M.

TSINGTAO, CHEFOO and DALNY 25th Feb., Daylight.

SHANGHAI, "CHINHUA" 27th Feb., Daylight.

MANILA, "TSAI" 1st Mar., 3 P.M.

CEBU & ILIOILO, "SUNGKANG" 1st Mar., 4 P.M.

SHANGHAI, "LINAH" 1st Mar., Daylight.

MANILA, "TAMING" 8th Mar., 3 P.M.

MANILA, ZAMBOANGA & AUSTRALIA, "CHANGSHA" 14th Mar., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Gargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Lian*, *Chihua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier, at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares: \$45 single, \$80 return.

For Freight or Passage, apply to:

BUTTERFIELD & SWINE.

Telephone No. 16.

Hongkong, 23rd February, 1910.

Agents.

[9]

## HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	Port	Sailing Date
ZAFIRO	8540	R. Rodger	MANILA	SATURDAY, 26th Feb., 11 Noon.
RUBI	8540	A. Fraser	MANILA	SATURDAY, 5th Mar., 11 Noon.

For Freight or Passage, apply to:

SHEWAN TOMES & CO.

GENERAL MANAGER.

Hongkong, 10th February, 1910.

## Shipping—Steamers.

## THE "SHIRE" LINE OF STEAMERS LIMITED.

## PASSENGER SERVICE TO LONDON, ROTTERDAM &amp; ANTWERP.

## THE Steamer

## CARMARTHENSHIRE

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above, on or about 1st March.

FARE TO LONDON ..... \$85

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON, & Co., Ltd.

Agents.

Hongkong, 31st January, 1910.

## Shipping—Steamers.

## FOR SHANGHAI, KOBE AND MOJI.

## THE Steamer

## "GREGORY APOLAR"

Captain S. H. Balson, will be despatched for the above Ports, on FRIDAY, the 25th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

Return tickets are available by the Indo-Chinese Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASOON & Co., LIMITED.

Agents.

Hongkong, 17th February, 1910. [10]

## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM

## FOR STRAITS, GIBRALTAR, AUSTRALIA, INDIA,

## ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamer

## "DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 9th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's SS. *Malacca*, 10,533 tons, from Colombo, Passengers accommodated in which vessel is erected before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London, (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Malacca and London, other Cargo for London, &c., will be conveyed via Bombay by the H.M.S. India, due in London on 15th April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent, Ltd.

Hongkong, 19th February, 1910. [11]

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamer

## "JAPAN"

Captain J. G. Oliphant, will be despatched for the above Ports on SATURDAY, the 26th February, at Noon.

For Freight or Passage, apply to

DAVID SASOON & Co., LIMITED.

Agents.

Hongkong, 22nd February, 1910. [12]



SHARE QUOTATIONS  
Supplied by Messrs. K. S. Kadoorie & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

## SHARE QUOTATIONS

STOCKS.	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND	APPROXIMATE DIVIDEND AT BETWEEN THE QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE	AT WORKING ACCOUNT			
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$12,000 \$50,000	\$2,000.00	Interim of £2 for account 1900 @ ex 1/9 = \$21.73	4%	Sold sellers London \$100.00
National Bank of China, Limited	99,925	7	6	6,000 \$1,000	50,000	5s (London 3/6) for 1903	...	57s buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$50,000 \$50,000 \$100,000	none	50s for 1903	7. X.	\$150 buyers
North China Insurance Company	10,000	15	5	Tls. 22,000 Tls. 25,000 Tls. 240,000	Tls. 20,500	Final of 7/6 making 15/- for 1903	...	Tls. 212 buyers
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,000,000 \$10,000 \$10,000 \$10,000	\$1,000,000 \$10,000 \$10,000	Final of \$17 making \$17 for 1907 and interim of \$10 for 1908	52%	\$910
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$204,405 \$100,000	none	\$12 and bonus \$3 for 1907	7%	\$250 buyers
<b>FIRE.</b>								
China Fire Insurance Company	70,000	\$100	\$20	\$1,000,000 \$10,000 \$10,000	\$375,000	\$6 and bonus \$3 for 1907	7%	\$127.5 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$10,000 \$10,000	2308,722	\$27 for 1907	78%	\$365 sellers
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$100,000 \$100,000	none	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$10,000 \$10,000 \$10,000	51,000	\$1 for year ending 30.6.1908	...	\$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$10,000 \$10,000	521,170	Interim of \$4 for account 1909	78%	\$34.5 ex div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	5s	5s	\$1,000,000 \$10,000 \$10,000	43,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.54	...	\$63 buyers
Do. (Deferred)	60,000	5s	5s	\$1,000,000 \$10,000 \$10,000	...	Final of 7/- for 1908 and interim of 1/- for 1/6 1909	...	78.5 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	\$1,000,000 \$10,000 \$10,000	50,817	\$1.00 for year ending 10.4.1909	4%	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000	50,501	\$0.50 for year ending 10.4.1909	31%	\$141
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$50,000	Dr. 53,658	\$5 for year ending 31.12.08	38%	\$163 buyers
Luxon Sugar Refining Company, Limited	7,000	51	\$100	none	Dr. 515,803	\$3 for 1897	...	\$29 buyers
Pekuk Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6,072	Tls. 10 for year ending 31.8.09	...	Tls. 400 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,00,000	£1	£1	{ £175,000 £14,289	none	Final of 1/6 making 3/- for 1909	7%	Tls. 183 sellers Pd. 10 buyers
Headwaters Mining Company	60,000	\$10	\$10	none	none	First year	...	\$6
Ranb Australasian Gold Mining Company, Limited	150,000	1	1	£14,728	Dr. 54,892	No. 12 of 1/- = 48 cents	...	...
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$10,000 \$10,000	Dr. 37,422	\$1.75 for year ending 31.12.08	...	\$60 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$1,000,000 \$10,000 \$10,000	530,103	None	...	...
Hongkong and Whampoa Duck Company, Ltd.	50,000	5s	5s	Tls. 100	Tls. 100	Interim of \$1 1/2 for account 1909	...	\$60 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 Tls. 607,257	Tls. 10,00	Interim of Tls. 2 1/2 for 1910	61%	Tls. 83 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 1	Tls. 100	Tls. 100,000 Tls. 151,510	Tls. 23,818	Final of Tls. 6 making Tls. 10 for 1908	7%	Tls. 130 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 100,000 Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	58%	Tls. 103 sellers
Central Stores, Limited	12,000	\$15	\$15	\$15,000 \$500	32,648	\$1.20 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	18,000	\$5s	\$5s	none	50,072	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$60 new buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$50,000 \$10,000	58,475	Interim of 3/- for account 1909	64%	\$99 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$10,000 \$10,000	54,880	60 cents for 1908	71%	\$74 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	5278	\$2/- for 1909	5%	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 300,000 none	Tls. 142,404	Interim of Tls. 3 for account 1909	68%	Tls. 117.5 s.
West Point Building Company, Limited	12,500	\$50	\$50	none	51,968	Interim of 3/- for account 1909	81%	\$421
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 30,000 Tls. 40,008	Tls. 10,991	Tls. 11 for year ending 31.12.09	85%	Tls. 130 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	59,553	50 cents for year ending 31.7.08	...	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 35,000 none	Tls. 5,874	Tls. 7 for year ending 31.9.06	...	Tls. 61
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50,00 Tls. 50,00	Tls. 4,829	Tls. 4 for 1908	...	Tls. 76
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 51,728	Tls. 15,918	Tls. 50 for 1906	...	Tls. 375
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500 \$40,000	£648	15% per share for 1908	10%	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	\$1.20 for 1908	...	62
China Light and Power Company, Limited	50,000	\$10	\$10	none	56,128	50 cents for year ended 31.2.05	...	58
Do. Do. special shares	10,000	\$1	\$1	none	58,407	80 cents for 1909	85%	\$81 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	none	51,893	\$1.20 for year ending 31.7.09	85%	\$164 buyers
Dairy Farm Company, Limited	40,000	7/6	6	£1,000 \$1,000	51,876	Interim of 35 cents for account 1909	10%	\$74 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	none	53,756	8 cents for year ending 31.12.08	10%	\$13 sales
H. Price & Company, Limited	12,000	\$10	\$10	none	50,700	None	...	\$13
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	55,925	\$1 and bonus 50 cts. for year ending 29.2.09	6%	\$209
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	57,616	Interim of 5/- for account 1909	10%	\$175 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	none	58,790	Interim of 5/- for account 1909	85%	\$183 sellers
Maastrichtspoor tot Mijns, Bosch en Landsbouwexpeditie, in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 619,243	Tls. 36,682	Final of Tls. 12 and bonus of Tls. 7/- for 1909	...	Tls. 130 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	none	5,204	80 cents on fully paid shares and 8 cents on 5/- paid shares for year ending 30.4.09	6%	\$13 sellers
Philippine Company, Limited	50,000	\$10	\$10	none	18,640	None	...	\$10 buyers
Shanghai-Sunpatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 2,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	48%	Tls. 150 s.
South China Morning Post, Limited	6,000	\$15	\$15	none	Dr. 56,602	None	...	\$221 sellers
Steam Laundry Company, Limited	30,000	\$25	\$25	none	563	40 cents for year ending 31.5.09	7%	\$44
Union Waterboat Company, Limited	50,000	\$10	\$10	none	5172	60 cents for year ending 31.12.05	5%	\$10 sellers</td